

Amendments to the Claims:

This listing of claims will replace all prior versions of claims in the application:

Listing of Claims:

1. (Currently Amended) An elevator car assembly (20), comprising a frame (24); at least one cabin door (26) supported for guided movement relative to the frame (24); a door mover (40) for moving the cabin door between open and closed positions, the door mover being supported by the frame near a lower edge (44) of the cabin door; and an interlock (42) for simultaneously moving a corresponding hoistway entrance door (66) with the cabin door (26), the interlock (42) being positioned near the lower edge (44) of the cabin door.
2. (Currently Amended) The assembly of claim 1, including a sill member (34) beneath the cabin door (26) and wherein the door mover (40) and the interlock (42) are supported beneath the sill.
3. (Currently Amended) The assembly of claim 2, wherein the sill member (34) is located beneath the cabin door (26) and supported by the frame (50) at least partially in a plane containing the cabin door (26).
4. (Currently Amended) The assembly of claim 3, wherein the sill member (34) includes a groove (52) that receives a portion (54) of the cabin door to guide movement of the lower portion of the cabin door as the cabin door moves between the open and closed positions.
5. (Currently Amended) The assembly of claim 4, wherein the portion (54) of the cabin door extends through the groove (52) in the sill member and the mover is coupled with the extending-door portion such that the mover selectively moves the cabin door.
6. (Currently Amended) The assembly of claim 1, wherein the door mover (40) is supported beneath the cabin door.

7. (Currently Amended) The assembly of claim 1, wherein the interlock (42) is supported beneath the cabin door.

8. (Currently Amended) An elevator door assembly (20), comprising:
a car frame (24) having a rail (30) and a sill (34);
at least one car door (26) supported for movement along the rail (30) and the sill (34) between an open and a closed position;
a door mover (40) supported near a lower edge (44) of the car door;
an entrance door frame (70) having a header (72) and a sill (78) that are adapted to be supported in a fixed position near an opening to a hoistway;
at least one hoistway door (66) supported for movement relative to the header (72) and door frame sill (78) between open and closed positions; and
an interlock (42, 80, 82) that couples the car door (26) to the hoistway door (66) such that the doors car door and the hoistway door move together responsive to the door mover (40), the interlock (42) being supported near the door mover.

9. (Currently Amended) The assembly of claim 8, including a sill member (34) beneath the car door (26) and wherein the car door mover (40) and the interlock (42) are supported beneath the sill (34).

10. (Currently Amended) The assembly of claim 9, wherein the sill member (34) is located beneath the car door (26) and supported by the car frame (50) at least partially in a plane containing the car door.

11. (Currently Amended) The assembly of claim 10, wherein the sill member (34) includes a groove (52) that receives a portion (54) of the car door to guide movement of the lower portion of the car door as the car door moves between the open and closed positions.

12. (Currently Amended) The assembly of claim 11, wherein the portion (54) of the car door extends through the groove (52) in the sill member (34) and the mover (40) is coupled with the extending car door portion (54) such that the mover (40) selectively moves the car door.
13. (Currently Amended) The assembly of claim 8, wherein the car door mover (40) is supported beneath the car door (26).
14. (Currently Amended) The assembly of claim 8, wherein the interlock (42) is supported beneath the car door (26).
15. (New) The elevator door assembly of claim 8, wherein the door mover is closer to the lower edge of the car door than an upper edge of the car door.
16. (New) The elevator car assembly of claim 1, wherein the door mover is closer to the lower edge of the cabin door than an upper edge of the cabin door.